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INFORMATION FROM

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REPORT

CD NO.

50X1-HUM

COUNTRY	USSR
SUBJECT	Transportation
HOW PUBLISHED	Daily newspapers
WHERE PUBLISHED	USSR
DATE PUBLISHED	4 Jan-2 Mar 1949
LANGUAGE	Russian

DATE OF INFORMATION 1949

DATE DIST. 8 Apr 1949

NO. OF PAGES 3

SUPPLEMENT TO
REPORT NO.

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SOURCE Soviet newspapers as indicated. (Information requested.)

1948 SUCCESSES AND DEFICIENCIES IN ROAD AND RAIL TRANSPORTATION

NEW KAZAKH RAILROAD STATION -- Bol'shevik Altaya, No 7, 11 Jan 49

The Kalkhansen [also identified as Kalkaman] railroad station is only several months old and has not yet been recorded on the map. The railroad settlement near the course of the future Pavlovsk-Akmolinsk trunk line has grown into a population center with nearly 1,000 inhabitants, dozens of buildings, a school, club, library, and radio receiving and transmitting unit. A garage, carpentry shop, and sawmill will be put into operation here in the middle of February.

RAILROAD PASSENGER CAR DEPOT FULFILLS PLAN -- Sovetskaya Belorussiya,
No 44, 2 Mar 49

The passenger car depot of the Minsk sector of the Western Railroad System fulfilled the Five-Year Plan for repair of passenger cars on 24 February 1949. This success was achieved as a result of widespread socialist competition and mechanization of production processes.

The depot workers were successful in speeding up car repairs and saving state funds. In 3 years and 2 months, the depot saved 888,000 rubles.

The best results were obtained by the depot's main workshop (medium and annual repairs of railroad cars), which operates on a cost accounting basis.

TRANSCAUCASUS RAILROAD FULFILLS PLAN -- Zarya Vostoka, No 22, 1 Feb 49

The Transcaucasus Railroad System won 19 all-union socialist competitions during the war. At the end of the war it was awarded the Permanent Red Banner of the State Defense Committee.

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The system fulfilled the 1948 transport program 102.1 percent. Transport increased 40 percent during the first 3 years of the Five-Year Plan and it has already exceeded the prewar level 2.7 percent. The plan has been fulfilled for the majority of important items such as manganese, petroleum derivatives, grain, citrus fruit, etc. The year plan for freight transport in ton-kilometers was achieved 105.3 percent, but has not yet reached its prewar level.

FAR EASTERN RAILROAD FAILS TO COMPLETE TRANSPORT PLANS -- Tikhookeanskaya Zvezda, No 24, 30 Jan 49

Railroad workers of Khabarovsk Kray exceeded the 1948 plan for loading and unloading, but the increase in hauling is still lagging behind the rate of industrial development in the Kray. Many enterprises and construction projects have had their work interrupted because of delays in getting supplies. One of the primary steps to improve the operation of the Far Eastern Railroad System is to speed railroad car turnover. The plan for railroad car turnover, both in 1948 and in January 1949, has not been fulfilled. In the first 20 days of January, cars were assembled on an average of almost 10 hours later than planned.

Workers of the Far Eastern System had pledged to speed car turnover by one hour above plan in the first quarter of 1949, a pledge which is clearly not being kept. The lag in car turnover reflects the lag in all services of the system, particularly the long delays of cars at stations and sidings. Cars at the Komsomol'sk Station wait 2 days and more for unloading. Medvedev, Chief of the Komsomol'sk Section of the system has not taken necessary measures to speed up freight-handling operations.

One of the bottlenecks in the Far Eastern Railroad System is the fuel yard. The locomotive service of the system has not maintained the necessary organization of the yards and has not taken measures to insure rapid unloading of coal. Enterprises have paid millions of rubles in fines for failing to eliminate idle time of cars at sidings.

In the majority of cases, workers responsible for delays are not discovered and punished. In order to speed railroad car turnover and increase hauling, it is necessary to establish iron discipline and strict liability of every worker throughout the system. The position and activity of the auditing administration must be strengthened in order to control the operation of all services and to uncover every case of incorrect use of rolling stock. The administration of the system must increase the responsibility of the chiefs of the various services and sections in order to improve operations.

1948 CAR LOADINGS UP 20 PERCENT -- Leninskoye Znamya, No 2, 4 Jan 49

The 1948 year plan for railroad car loadings was 120 percent of the 1947 figure.

BAKU STREETCAR LINE OPERATES 25 YEARS -- Bakinskiy Rabochiy, No 26, 8 Feb 49

The Baku Streetcar Line has been in operation 25 years. Starting with 27.3 kilometers of track and 27 cars in 1924, it now includes 77 kilometers of track and 223 cars, and transports 111 million passengers yearly. During its 25 years, the line has transported 3.21 billion passengers.

Trolleybus operations are increasing continuously in Baku. At present, 56 trolleybuses run over 10.4 kilometers of line.

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NEW STREETCARS IN YEREVAN -- Kommunist, No 25, 1 Feb 49

The Yerevan Streetcar System has received two new, comfortable streetcars. Five such cars are now operating in Yerevan and several more will be provided during 1949.

MOSCOW SUBWAY BUILDERS RECEIVE AWARD -- Sovetskaya Estoniya, No 28, 4 Feb 49

The Transferable Red Banner of the Soviet of Ministers USSR and a first prize have been awarded to Moscow Subway workers for successful work in building a new, large belt line during the fourth quarter of 1948.

All six stations of the first section of the belt line have been completed. The passageway of the last 500 meters of the tunnel is nearing completion.

TROLLEYBUS LINE STARTS OPERATIONS -- Kommunist Tadzhikistana, No 25, 6 Feb 49

The first section of a trolleybus line which is to connect the center of Fazan' with remote Leninskiy Rayon has been put into operation. This section of the line is nearly 9 kilometers long.

NEW BUS LINE NEEDED -- Bakinskiy Rabochiy, No 21, 1 Feb 49

About 50 workers in Safaraliyevskiy Rayon organizations live in Kirovabad. The train service between these two places is extremely bad and workers arrive one to two hours or more late. The rayon executive committee has a bus which makes one morning trip but it holds a maximum of 17-18 persons and is sometimes used to transport commodities. The Ministry of the Automobile Transport Industry of Azerbaydzhan SSR ought to establish a bus line between Kirovabad and the center of Safaraliyevskiy Rayon.

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